

the meeting a General Committee was formed, which included the gentlemen then present, and, in addition, the Marquis of Lansdowne, Lord Roberts, General Sir George White, Sir Andrew Scoble, Sir Alfred Lyall, Sir H. S. Kline, Sir W. Hunter, Mr. Meredith Townsend, General Richard Strachey, and Mr. William Blackwood. The form of the memorial also took into account the future consideration of the Committee, as it would depend on the amount subscribed, but the suggestions tended towards a bust of Sir George for the India Office and a medal for valuable contributions to military literature.

COMMERCIAL ITEMS.

The directors of the Eastern Extension, Australasia and China Telegraph have declared an interim dividend for the quarter ended March 31st last of 25.6d. per share. The share register will be closed from July 10th to 14th, both days inclusive. The Hamburg tobacco business is greatly disturbed by Spain having forbidden the export of tobacco leaf from Cuba. Business men, therefore, are looking to Sumatra and other tobacco of the Far East to fill up the gap, and very high prices are already paid for these descriptions. The value of Sumatra and Borneo tobacco will probably advance considerably, and thus the Eastern planters will reap the benefit of the Cuban embargo.

An arrangement is made of the completion of arrangements for the amalgamation of the business of fifteen private companies as a joint-stock bank, with the name of Barclay and Company (Limited). The registered capital will be £5,000,000, of which £5,000,000 will be issued, and subscribed; £5,000,000 will be paid up, and a further sum of £5,000,000, provided as a reserve fund, will be subscribed by the amalgamating firms, which include a number of private banks all over the country.

According to the valuations for the tobacco sale at Amsterdam, Borneo shows up well. For 198 bales of L.A.B. in diamond mark the valuation is £110, which is the highest of all tobacco at the sale. The same company's other 207 bales are valued at £77, or £1.05 for the running lots. For 217 bales of Darvel Lahad Data c.118 is the average valuation, and £66 for 183 other bales, or £1.03 together. New London Borneo shows at £110 for 431 bales from Raman state. The highest Sumatra valuations are: c.112 for 377 bales T.R. Langkat, and £107 for 45 bales Dell Langkat, c.110, M.J.S. Cyl/Dell. They are the only two lots of Sumatra whose valuations run into three figures.

Johnkins and Co. (Limited) have been registered by Parker and Co. with a capital of £100,000, divided into 10,000 shares of £10 each. The object is to acquire, by purchase or otherwise, as a going concern, the business of shipowners, &c., as hitherto carried on by D. J. Jenkins (deceased), under the style or firm of Johnkins and Co., including the "Shire" line of steamers trading to China and Japan, and to carry on in all or any of their respective branches the business of shipowners, freight brokers, freight contractors, and managers of shipping property. The shareholders are:—M. A. Jenkins, 137, Highbury New Park; N. F. Jenkins, Burnside Place; F. W. Jenkins, Bradbourne Drive, Sevenoaks; Mrs. D. B. Montefiore, Westbury, Wiltshire; E. G. Jenkins, 36, Lime Street, E.C.; A. H. Jenkins, Postland, Italy; each of whom takes one share. The first directors are N. F. Jenkins, F. W. Jenkins, and T. E. Nash. Qualifications, £500. Remuneration, £200 per annum each. The registered office is at 36, Lime Street, E.C. The subscribers are all members of the family of the late Mr. D. J. Jenkins, who founded the business in 1859, and the company has been formed to take it over from his executors, with a view to its continuance and development. The managers will be Major N. F. Jenkins and Mr. F. W. Jenkins.

SHIPPING.

The opening ceremony of the new Rhine harbour at Düsseldorf took place on the 30th of May.

A new port called Port Chamette has been opened on the Mississippi to facilitate the shipping trade of New Orleans.

Five million roubles have just been granted by the Russian Government for the extension of the port of Batoum, and 750,000 roubles for the improvement of the naphtha harbour there.

A German paper states that the boilers of several war vessels of the *Sachsen* and *Stettin* class are being rendered suitable for the consumption of sea-water.

The interval during which the German Emperor in conjunction with the Federal Council has the right to determine the tariff of dues chargeable on the North Sea and Baltic Canal has been, by a law passed on the 27th May, extended to the 30th September, 1896.

The Dutch merchant navy consisted on the 31st December last of 378 vessels, 160 of the number being steamers. The aggregate tonnage has been gradually increasing since 1879, in that year it stood at 144,465 register tons; last year it was 282,056 tons.

Tenders were invited from five German and seven British shipbuilding firms for the building of the three new twin-screw steamers for the Brazilian service of the North German Lloyd Company, and German yards have secured all the work. One of the boats will be built by the Blohm and Voess Company, Hamburg, one by J. Tecklenburg, Geestmünde, and the other by the Seebeck Company, Geestmünde.

The first meeting of the French Shipping Council—whose constitution was described in *Playboy* on the 22nd May—took place at the Ministry of Marine, Paris, on the 21st, under the presidency of Admiral Besnard, the Minister. After his opening speech the Minister proposed that five Committees should be appointed to attend to the various branches of the Council's work, viz. statistics, navigation, equipment, manning, and the fisheries. The proposition was agreed to.

If a similar rate of freight could be obtained for goods with export from the Atlantic ports of the United States to Eastern Asia, American commerce would be benefited, writes U.S. Consul Seymour from Canton, but, at present, and for many years past, all of the steamships laden with Atlantic cargoes for the Atlantic ports of the United States generally return to Asia with European cargoes; or, if any cargo of the Suez Canal comes from American Atlantic ports, it is subject to double freight—that is, from America to Europe and from Europe to Asia, with transshipment at some European port usually. It is high time for Americans to establish direct communication, with the freight as low from New York to Asia as from Hongkong to America (25s. per ton) and as low as from Europe to Asiatic ports.

The new Blue Funnel steamer *Patriarch* leaves on her maiden voyage to Far Eastern Ports in a day or two. Like the *Princess Alice*, now on her maiden voyage to Japan, she is 430 feet long, or fourteen feet longer than the *Diamond* and *Mercury*, forty-four feet beam, and thirty-one feet six inches deep. The net registered tonnage of 4,300, gross tonnage 5,500, and cargo capacity 7,500 tons, whilst engines of the triple-expansion type indicating 4,000-horse power give a speed of about fourteen knots an hour. The *Patriarch* is fitted with a hull and a hull, on her trial trip, and is provided with appliances for lifting weights up to thirty-five tons. A third new steamer for the same line, the *Glenloch*, was launched on the 27th, and a fourth, to be named the *Andromeda*, is now under construction at Belfast.

NEWS BY THE AUSTRALIAN MAIL.

The China Navigation Co.'s steamer *Chingtu*, Capt. R. Innes, from Sydney and ports, arrived in harbour to-day. For the subjoined telegram we are indebted to our Colonial exchange—

LONDON, June 11th.
In the match against the Australians in the first innings of the Melbourne Cricket Club the Australian cricketers were defeated by an innings and 18 runs.
The Australians have sustained their first defeat. The play throughout was of a phenomenal character. The Marlbones eleven made 210 in their first innings. The Australians, going in to bat, were all dismissed for a total score of 181. Following on, they were disposed of in the second innings for a total of 183. The English team was composed of Grace, Stoddart, and Prince Ranjitsingh, and several of the best professionals in England.

June 10th.
In the second innings of the Australians in their late match against the Marlbones eleven, the English bowlers, took all the visitors' wickets. The highest scores on the side of the Australians were—Darling, 70, and Eady, the Tasmanian, 42.

The trial of Dr. Jameson and his officers is now proceeding in London. Colonel White's diary, containing full and complete evidence as to the existence of a plot for the overthrow of the Boer Government, has been produced by the prosecution.

Japan has submitted orders to various English firms for the immediate construction of ten more vessels of war.

Several more American filibustering expeditions have started for the island of Cuba to assist the rebels in their struggle against Spain.

June 17th.
800 cases of cholera were reported at Cairo during the last week.

A robber entered the Wyndham bank at New Amsterdam, New York, and demanded a large sum of money; which being refused he shot Wyndham and then shot himself. Both were fatally injured.

The Emperor William has forwarded to the first Dragoons, of which he is honorary Colonel, a gold laurel wreath in memory of the battle of Waterloo.

SYDNEY, June 10th.
At the Tivoli Theatre, Sydney, last night, a young man named Gill, when trying to clamber into a seat near the front gallery, fell over into the stalls, terribly injuring another man.

MELBOURNE, June 10th.
At the Criminal Court in Melbourne a Chinese named Jimmy Yen was fined £100 and sentenced to three months' imprisonment for conducting a lottery, and another Chinaman was fined £50 and three months' imprisonment.

BRISBANE, June 10th.
The Meat and Dairy Produce Encouragement Board have made a grant of £200 to the Campagnie De La Meur, of Paris and Havre, for the erection of agricultural cold stores and depots at Havre for Australian produce.

SYDNEY, June 10th.
A circular sent to the colliery proprietors by the masters of vessels lying in Newcastle harbour, warning all colliery masters with a negative reply, the owners pointing out that had they reduced the wages in proportion to the reduced selling price the coal hawking rate would be much lower than at present. The owners of five of the largest Newcastle collieries have left for Sydney to attend a conference to discuss the present situation.

June 18th.
The leading unionists at Newcastle have declared that any attempt to lower the hawking rate will be resisted, though the men should suffer the greatest poverty in consequence. As a result of the Newcastle strike several of the oldest customers in New Zealand for the Newcastle collieries are permanently transferring their business to the West Port mines.

Japanese coal is also coming into serious competition with Newcastle coal.

ADLAIDE, June 25th.
Owing to the implication of certain high officials, the case has been further inquiry into the recent Moscow tragedy.

The Matthee rebellion, supposed to have been smothered, is said to be again spreading. Great activity is being displayed in the American arsenals and dockyards, and the United States reiterates its determination to aid Cuba in its struggle for independence.

Spain is also busily preparing for a struggle, and has just concluded the purchase of several warships.

Venezuela has arrested another British official found trespassing.

The Prince of Wales' yacht *Britannia* has beaten the Emperor of Germany's yacht *Haller* in the first contest.

The Western Australian Government has determined to float a loan of £5,000,000, which is proposed to expend chiefly in waterworks and railways.

RUSSIA'S DESIGNS IN THE PACIFIC.

The following is extracted from an article in the St. Petersburg *Novoye Vremya*, and is interesting, if not very accurate. A number of very offensive anti-English opinions, for which the paper is notorious, are contained in the article. The writer disavows the *Novoye Vremya* and Shustakov, and says that they do not fulfil the desired conditions, though he erroneously thinks that Port Hamilton does, and proceeds—

Our Pacific squadron must find for itself a secure and lasting haven in order not to be in a burdensome dependence on foreign ports, which would become inaccessible in war time and during political disturbances. Where is such a haven? Is it necessary to advance port facilities to the present and future? Every reader of the paper is aware of the political position of Russia in the Far East has a right to put such a question. Such a port exists on the south-western extremity of Korea. It is at present occupied by nobody, and is obtainable by a certain amount of diplomatic pressure on Korea and a little filly luck, of which the King of Korea is at present in great need. The port is Mokpo, lately open to European trade, and till recently unknown and unexplored. Now, certain details are known which make it possible to say that Mokpo would satisfy all the strategic, naval, political, and commercial requirements of a Russian advanced port. Situated on the shores of the Yellow Sea, near the mouth of the Yang-San River, a river of large volume, in latitude 34 deg. 47 min., Mokpo satisfies all the requirements of an excellent unobstructed port, easy of defence owing to the surrounding commanding heights and projecting headlands, and also to the islands blocking the mouth of the river, which flows through the richest provinces of the country of the whole peninsula. The river has been explored for several miles and is undoubtedly navigable for that distance, its depth being seven fathoms. At its mouth it is 31 miles wide. Mokpo is on the north bank, six miles from the southern passage, opposite an excellent and completely sheltered anchorage, which could easily accommodate thirty thousand tons. The depth of these roads is from eight to 18 fathoms. Smaller ships could find anchorage either under the town, or a mile from the town under the north bank of the river in eight fathoms. Thanks to the depth of water and the breadth of the Yang-San River, any number of smaller craft could find a safe anchorage, in case

of necessity wharfs with deep water alongside could be constructed along the banks of the river, either for loading or unloading ships, or to enable them to lie alongside for any reason; so docks, wharves, and quays could be constructed. The surroundings of Mokpo lend themselves to the construction of a naval port of the largest dimensions, impregnable both by land and sea. Furthermore, this port possesses two excellent exits, a northern and a southern one, and on the construction on strategic points of the necessary fortifications its blockade would be a matter of difficulty. The position of Mokpo outside the Sea of Japan and in rear of the island of Tsushima and Port Hamilton almost destroys the strategic importance of these places, which have more than once given rise to serious political dissensions. Possessing Mokpo, Russia could command the Straits of Korea, and could in case of necessity seriously threaten British colonies and trade, and thus keep Great Britain to the defined limits of her political existence in the Pacific.

EUROPEAN SILK FILATURES IN CHINA.

M. Dubail, the French Consul-General at Shanghai, has recently sent home a very interesting report on the subject of European silk mills in China, and the rapid development of that industry. He notes the difficulties that have had to be encountered in overcoming the prejudices of the Chinese to the introduction of European industrial methods, and even now it is only at Shanghai where any real and complete progress has been made. The chief industries actually established, or in course of being established, at Shanghai relate to the two principal products of the country, silk and cotton. The manufacture of the first of these textiles has long existed at Shanghai, but the manufacture of cotton, on the contrary, is for the most part at the present moment far from a state of activity, and its final success is, perhaps, a matter of some doubt. This difference is explained by the reason that the manufactured silk is intended for European exportation, while cotton and cotton-yarn are for native consumption.

The first trial of mechanical silk-spinning at Shanghai was made in 1859 by the firm of Jardine, Matheson and Co., but this establishment disappeared in the year of 1860. It was not until twenty years after that Messrs. Russell and Co. founded, upon the initiative and under the direction of a Frenchman, M. Paul Brunat, the Keochong Spinning Association, which possessed 200 spindles. In 1892 Messrs. Jardine, Matheson and Co. established a second mill with 200 spindles, and they were promptly imitated by Messrs. Iveson and Co. and Messrs. Gilmore and Co., then later by Messrs. E. Bayler and Co., Arnold, Kerber and Co., and Dyce and Co. These firms formed an association with some Chinese merchants, the Eastern houses reserving the exclusive sale of the products manufactured. Thanks to the energy of M. Brunat, the Keochong Spinning Association was saved from the failure of Messrs. Russell & Co., and was formed into a limited company under the title of The Shanghai Silk Spinning Company, Limited (Chinese name Pao-chong), with a capital of 2,000 shares of Tls. 100 each, of which only 1,610 were subscribed. This took place in 1891. This company has prospered, and has taken over the mill of Messrs. Iveson and Co., which gives it nearly two hundred spindles, which gives it a total of 1,810 spindles, which gives it a total of 1,810 spindles (the plant is about 60 kilogrames).

It is difficult to ascertain the capital of the other mills, which, as noted above, are conducted in association with groups of Chinese merchants. However, the Shanghai Silk Spinning Company may be cited, of which the capital is Tls. 140,000. This has lately been sold to a Chinese syndicate, which has taken the actual name and given the agency and representation to Messrs. Dyce and Co. The approximate capital of a silk mill may be taken at the 200,000 spindles, which gives 4,000 spindles with a total capital of Tls. 800,000 for the thirteen mill at present in existence. With the new mills in course of construction or projected, which should commence operations at the opening of the season (June, 1896), there would be at Shanghai 200 mills with 5,000 spindles, representing Tls. 1,000,000. The production, which for the season 1893-94 was 2,000 bales of a picul each, was estimated for last season at 6,575 bales, and for this, 1895-96, at 6,000 or 8,000 bales.

THE YEN & THE MEXICAN.

[Singapore Free Press, July 1st.]

The Japanese yen has replaced the Mexican dollar almost entirely, at least in the Straits. Millions of millions of Mexican dollars have gone away. Where? Into the melting pot to make cheap dollars? Perhaps.

We cannot say that with four Mexicans and some other metal five yen can be made, because the fineness of the two is the same. Nevertheless the yen has driven away the Mexican in millions from the Straits and Hongkong.

From Japan we import more than we export; hence we have to pay more to that country than she has to pay to us. She needs our large quantities of coal, manure, and other goods, and we have to pay for her while her sons and daughters constantly remit sums home. Then, our money ought to go to Japan, not Japan's money come to us. Yet it does come, and in large amounts. Is the yen to be the universal silver coin?

All our debts, old and new; our bank notes and mercantile documents; our revenues and expenditure; our trade, are calculated and expressed in Mexican dollars. Why then is the yen coming to replace the dollar? The yen is the only metal coin that can be used to pay for the goods of the dollar, and exchange would go up to 41. Why have Japanese matches cut out European matches? Because of their cheapness, and the same reason will suffice to explain the reign of the yen.

Thousands of yen come to the Straits every month, although we buy more from Japan than that country has to pay to us. She needs our large quantities of coal, manure, and other goods, and we have to pay for her while her sons and daughters constantly remit sums home. Then, our money ought to go to Japan, not Japan's money come to us. Yet it does come, and in large amounts. Is the yen to be the universal silver coin?

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LATE TELEGRAMS.

LONDON, June 23rd.

The Liberals have carried the general elections in Canada, defeating the Government. The Liberals have a parliamentary majority of forty. Mr. Laurier, their leader, will be the first French Canadian Premier. The victory is due to the desire of the French to see their compatriot as Premier and out of resentment to clerical domination.

The latest news from the Nile expedition states that Captain Mahomed has reached Veddem at the foot of the Khartoum Cataract. This is three-quarters of the way from Wady Halfa to Dongola.

Advices from Syria state that a rising has taken place among the Druses, who have annihilated four companies of Turkish troops and captured several guns.

The Turkish authorities are despatching troops from Salonica to the scene of the disturbances.

Spain is sending a hundred thousand fresh troops to Cuba in batches between August and January.

The Commission appointed to enquire into the financial relations between England and Ireland have reported that Ireland is overtaxed to the extent of two and three-quarter millions sterling annually.

The *Times* states a colonial force has been despatched to Ascension in British Guiana to protect the British surveyors.

The Powers are completely united over the Cretan question, and besides their demands of a Christian Governor and a general amnesty they recommend the execution of the Halepa Convention of 1878.

Lord Salisbury has instructed the Marquis of Dufferin to thank President Faure on behalf of the nation for the humanity and kindness shown to all classes of the victims of the wreck of the *Drummond Castle*.

LONDON, June 25th.

Li Hung-chang is suffering from a bad cold and is confined to his house at Hamburg.

Uma Khan and suite reach Bombay on the morning of the 25th June.

SINGAPORE, June 24th.

During the calendar year 1897 not more than 39,000 chests of Bengal opium will be offered for sale, and not more than 3,250 chests in each month of the year. Of the quantity to be offered for sale each month not more than 1,515 chests will be Benares opium, and not more than 1,735 chests of other opium, and no reduction will be made in these quantities without three months' previous notice.

LONDON, June 24th.

The Natal contingent routed two thousand Mashonas after severe fighting on Monday near Hartley.

There is a strong feeling at Cape Town owing to the massacre of several well-known families in Mafekingland, and the Cape Assembly have petitioned the Government to offer the aid of volunteers who are accustomed to native warfare for the suppression of the rebellion.

NEW "GLEN" LINER.

The steamship *Glenloch*, Captain McGregor, the latest addition to the popular "Glen" Line, arrived here to-day from Singapore on her maiden voyage to the Far East. She is a splendid vessel. Her length is 400 feet, breadth 32 feet and depth 31 feet 4 in. Her D.W. capacity is 1,100 tons, while the measurement cargo, at 40 cubic feet to the ton, she can carry upwards of 8,800 tons. She was built by the London and Glasgow Iron Shipbuilding and Engineering Company at Govan, Glasgow, and her trial trip was to New York. From there she came on here. The engines of the *Glenloch* are of 950-horse-power and give a speed of 12½ knots per hour. The daily consumption to coal is 40 tons. The engines are of the latest improved type. Howland's forced draught being fitted to all the boilers, which are of the single-ended type. The vessel is lighted throughout by electricity, the berths having portable as well as fixed lights. Large portable electric lights are used in the lower holds and upper deck to facilitate the removal of cargo. She has excellent accommodation for her officers, engineers, and crew. The *Glenloch* is built mainly for the carrying trade, but she has splendid accommodation for three first-class passengers. The saloon, on the lower deck, is a beautiful apartment in crimson velvet, with revolving chairs and lounges. The panelling of oak and teak is charming, and a general air of lightness and comfort pervades the apartment. On the saloon, on the starboard side, is the captain's room, with bathroom attached.

NAVAL NOTES.

LONDON, June 12th.

Rear-Admiral Charles L. O'Leary, Second in Command on the China Station, related his flag on the *Grafton*, cruiser, Captain E. P. Jones, at Sheerness on 10th inst. for the *Grafton*, which was on her last trip for China, and the place of the *Edgar*, cruiser, Captain W. H. Henderson. She arrived at Spithead yesterday, and later proceeded for Malta.

The new Japanese battleship *Fuji* is now lying in the Victoria Dock in London, and alongside her is a large floating crane to hoist her machinery and other heavy weights on board. The military mast has already been stepped in its place and the flying jibs fitted. Work on board her is being expedited in every way.

The cruiser *Venerable* left O'Leary on 3rd inst., conveying a large contingent of Consols for Vladivostok, besides nearly 200 sailors for the Russian Pacific Squadron, together with a quantity of war material. Within a very short time, in addition to the above, one cruiser and three transports have left Odessa with ammunition, rails and rolling-stock, and a vast quantity of garriole stores. Another party of Red Cross nurses are also on board for the *Venerable*.

It is believed in certain naval circles at home that H.M.S. *Renown* is ultimately to supersede the *Conqueror* as flagship on the China Station. A home paper of the 4th June says—"The *Grafton* steams down the Medway this afternoon, but some days will elapse before she leaves these shores finally for China. At Sheerness compasses will be readjusted, and powder and other explosives shipped. Rear-Admiral O'Leary joins at Plymouth, the *Conqueror* will be at sea in this case."

The battleship *Renown*, when ready for commission at Portsmouth, is destined to carry the flag of the Commander-in-Chief in China, while the *Admiral* and staff of the *Grafton* will be transferred to the *Conqueror*. But another authority says on this point—"It is stated that the *Renown*, the prototype of five other battleships now being built, will probably in four or five weeks' time hoist the flag of Vice-Admiral Sir John Fisher, R.N., and proceed on a cruise to the East."

The following appointments were notified at the Admiralty on the 10th inst.—Commander Reginald W. S. Rogers to the *Albatross*, additional for command division at Malta; and Commander J. F. Fox to the *Porpoise* for service in the Channel and off the coast of Sicily.

AMERICAN MAIL ITEMS.

The following telegrams from our San Francisco exchanges were "crowded out" of last night's issue:—

BARCELONA (Spain), June 7th.

Anarchists have resumed their activity in this city, and much fear is entertained that they will inaugurate another reign of terror similar to that which prevailed in 1892 and 1893, when there were

Intimations.

KOPS ARE STILL RUNNING

14 Gold Medals Awarded in 1894 & 1895.



BRIGHT PURE!! SPARKLING!! Brewed and Bottled with Hops only.

Sole Agents for Hong Kong and the Empire of China.
WATKINS & CO., 66, Queen's Road Central Hongkong.
WAI KIN TAI YUUK FONG (胡榮大建威)

EASTERN MICA WORKS.

SCORED AGAIN!

HOLDSWORTH'S MICA COMPOSITION

IS PROVED AGAIN TO BE BETTER THAN ANY OTHER.

(SEE TESTIMONIALS.)

MORE EFFICIENT NON-CONDUCTOR,

AND

THIRTY PER CENT. CHEAPER THAN BELL'S ASBESTOS.

DRY COMPOSITION IN 1 CWT. BAGS, P.O.B.

IN TIERCES READY FOR USE.

ONE TON COVERS 200 SQ. FT.

"X.G."—ASBESTOS COMPOSITION DRY IN CWT. BAGS.

For further Particulars, Prices, or Estimates, apply to

C. HOLDSWORTH,
EASTERN MICA WORKS,
HONGKONG.

Hongkong, 24th June, 1896.

**SOCIÉTÉ ANONYME DE TRAVAUX
D'ÉLECTRICITÉ**

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Factories and Mills
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Public Buildings
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Lighthouses and Buoys
Telegraph and Telephone Systems
Waterworks and Sewerage
Electricity and Gas Supply

Apply to Messrs. DODWELL, CARLILL & Co., Hongkong, Agents.

COMBUSTION

In the human body is of the utmost importance in determining vitality. Unless combustion is active, the vital organs lose their power, the body loses flesh, skin becomes pale, and the whole system is in danger.

Scott's Emulsion

Induces a healthy combustion, by supplying the blood with the principle of carbon—the principle which enriches the blood, assists in making healthy flesh, and gives force to the vital organs. By taking Scott's Emulsion you gain the human steam that keeps the body vigorous. It nourishes when all other food is of no avail. All Chemists.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

Shipping.

STEAMERS.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)

Albion Wednesday 15th July.
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALBION"
will be despatched for VICTORIA, B.C. and PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, the 15th July.

Consular Invoices of Goods for United States Points should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 2nd July, 1896. [1043]

JAVA, CHINA, JAPAN LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA

PROPOSED SAILINGS.
(Subject to Alteration.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. *Federatia* To JAVA July.

S.S. *Carolina* To JAVA August.

S.S. *Germania* To JAPAN July.

S.S. *Federatia* To JAPAN August.

General Agents for China & Japan, LAUTS, WICKER & Co.

Hongkong, 4th June, 1896. [1044]

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ACHILLES"
Captain Harvey, will be despatched as above on MONDAY, the 15th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st July, 1896. [1041]

"GLEN" LINE OF STEAM PACKETS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GLENOR"
Captain Garton, will be despatched as above on or about SUNDAY, the 15th instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 8th July, 1896. [1101]

"SHIRE" LINE OF STEAMERS.

FOR HAVRE, HAMBURG AND LONDON.

THE Steamship

"MONMOUTHSHIRE"
Captain Evans, will be despatched for the above Ports on or about the 15th instant.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 2nd July, 1896. [1045]

"RICKMERS" REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE AND HAMBURG.

(Taking Cargo at through rates to RED SEA, MEDITERRANEAN and BLACK SEA PORTS.)

THE Company's Steamship

"MARIA RICKMERS"
Captain E. Berg, will be despatched as above on THURSDAY, the 6th August.

For Freight, apply to ARNOLD, KARRER & Co., Agents.

Hongkong, 6th July, 1896. [1099]

Shipping.

STEAMERS.

"MOGUL" LINE OF STEAMERS.
FOR KOBE AND YOKOHAMA.
(Calling at NAGASAKI if sufficient inducement offers.)

THE Steamship

"OCAMPO"
Captain Hawkins, will be despatched for the above Ports TO-MORROW, the 15th instant, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 10th July, 1896. [1096]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship

"ESMERALDA"
Captain G. A. Taylor, will be despatched for the above Ports TO-MORROW, the 15th instant, at 5 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 9th July, 1896. [1095]

"GIBB" LINE OF CHINA AND AUSTRALIAN STEAMERS.

FOR SYDNEY AND MELBOURNE.

Calling at FOCHOW.

(Taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"SIKH"
Captain J. Rowley, will be despatched as above on or about the 15th instant.

For Freight or Passage apply to GIBB, LIVINGSTON & Co., General Managers.

Hongkong, 3rd July, 1896. [1077]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG"
Captain Davis, will be despatched for the above Ports on SUNDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 9th July, 1896. [1105]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AUSTRALIAN"
Captain P. Helms, will be despatched for the above Ports on SUNDAY, the 15th instant.

The attention of Passengers is specially drawn to the Superior Accommodation offered by this Steamer—First Class Saloon being situated forward of the Engines, and Second Class in the Poop.

A Refrigerating Chamber ensures the supply of Ice and Fresh Provisions during the entire voyage, and the Steamer is fitted throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th July, 1896. [1084]

FOR CHEFOO AND TIENSIN.

THE Steamer

"FUPING"
Captain Clemens, will be despatched for the above Ports on MONDAY, the 15th instant, at 5 P.M.

For Freight or Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 9th July, 1896. [1104]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"NAMO"
Captain Hall, will be despatched for the above Ports on TUESDAY, the 15th instant, at Noon.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 9th July, 1896. [1106]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARQUIS BACQUEHEM"
Captain G. Contens, will leave for the above places on TUESDAY, the 15th instant.

For Freight or Passage, apply to SANDER & Co., Agents.

Hongkong, 8th July, 1896. [1099]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE (DIRECT).

THE Company's Steamship

"AMAR"
Captain D. Smith, will be despatched as above on WEDNESDAY, the 15th instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 6th July, 1896. [1091]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Steamship

"TIENSIN"
Captain Clegg, will be despatched on WEDNESDAY, the 15th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 6th July, 1896. [1093]

FOR PENANG AND SINGAPORE.

THE Steamship

"INGRAN"
Captain Di'edreche, is expected to arrive here on the 15th instant, and will leave for the above Ports (proceeding direct to Penang and calling at Singapore on the return voyage to Hongkong) on or about THURSDAY, the 15th instant.

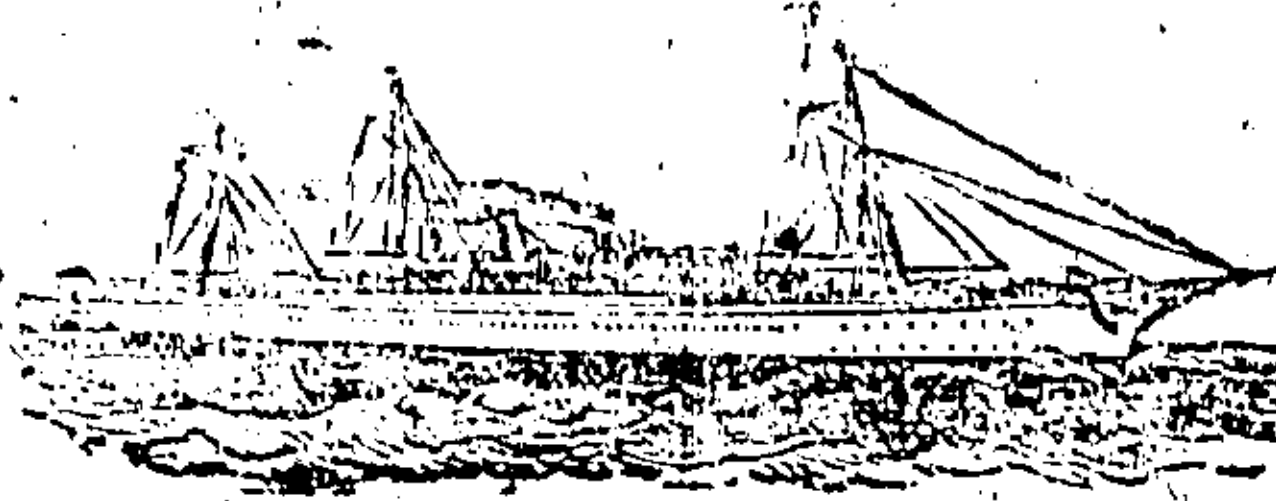
For Freight or Passage, apply to FOKE CHENG AN YON & Co., Agents.

Hongkong, 6th July, 1896. [1099]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R...WEDNESDAY, 22nd July.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 12th August.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 2nd September.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PASSENGER TICKETS: Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 1st July, 1896.

D. E. BROWN, General Agent,
Pedder's Street.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 21st July, at Noon.

Goalk (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Saturday, 8th August, at Noon.

Doric (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Tuesday, 25th August, at Noon.

THE Company's Steamship

"COPTIC"
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 21st July, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 7, Praya Central.

Hongkong, 6th July, 1896. [1095]

J. S. VAN BUREN, Agent.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S PATENT RED HAND BRAND,
HARTMANN'S GREY PAINT,
DAILER'S PATENT MOTOR LAUNCHES,
&c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
AND
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 10th May, 1896. [1044]

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Monday, 13th July, at Noon.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)..... Wednesday, 29th July, at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)..... Sunday, 16th August, at Daylight.

THE U. S. Mail Steamship

"PERU"
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on MONDAY, the 13th July, 1896, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.